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PRIVATE RESIDENTS AT THE
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Hongkong Daily Press.

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1137

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[2192]

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H. HAYNES, Manager,
Hongkong, 24th July, 1906. [a165]

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Appl.— Mrs. G. SACHSE,
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A most pleasant retreat for those desirous of
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TWO Single ended return tubular MARINE
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Apply to

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Built on Farm Lots Nos. 60 & 61.

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3 WOODEN LIGHTERS,

Length 80' 0"

Breadth 24' 0"

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Capacity 320 tons.

Complete for delivery within 5 weeks from

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51a

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BILLIARD TABLE MAKERS AND IVORY TURNERS,
BOMBAY.

Hongkong, 6th April, 1904.</p

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ESTABLISHED A.D. 1841.

Hongkong, 4th December, 1906. [80]

NOTICE TO CORRESPONDENTS.

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he will be addressed to THE EDITOR.Correspondents must forward their names and ad-
dresses with communications addressed to the EDITOR,
not for publication but as evidence of good faith,
no letters for publication should be written on
one side of the paper only.No anonymously signed communications that have
already appeared in other papers will be accepted.
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Autographic address: PRESS, Odessa A.B.C. 44 Ed
[Editor].

P.O. Box, 38. Telephone No. 13.

BIRTH.

On November 27th, at Shanghai, the wife of
JAMES CLARK, I. M. C., of a daughter.

DEATHS.

On November 28th, at Shanghai, ETHEL LOUISE
(DOLLY) the wife of Francis Schwyzer, aged 27
years.On November 28th, at Shanghai, CHARLOTTE
NEUBOURG, aged 21 years.HONGKONG OFFICE: 104, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 5TH, 1906.

Qui s'accuse est un old French proverb founded on universal experience, and there is no doubt that the recent speech of Prince von BUELLOW, while eminently satisfactory with regard to the prospects of European peace in the near future, is also eminently suggestive that in the past his efforts in that direction were not so well directed as now he would wish them to appear. The past is, however, behind us, and we certainly are not disposed to recall it, and in the interests of the world at large it is well to permit bygones to be bygones. The past policy of Germany was not successful in disuniting the western Powers, and we are pleased to see that Germany herself has been able to appreciate the fact that in the unity of the western Powers lies the best hope for the preservation of a lasting European peace. It is undoubtedly a new departure in European politics that France and Spain jointly should desire to restore to comparative order the distressed Sultanate of Morocco; it is an unbreakable of thing that they should do this with the tacit approval of all Europe and with the openly expressed good will of Great Britain. Still it must be confessed that it is but an experiment, but experiment as it undoubtedly is, it is indicative of the improved relations of

the home Powers, and in itself offers one of the strongest auguries for the future peace of the Continent. It is possible, more satisfactory still is the assurance given by Prince von BUELLOW that the very consistent rumours which have from time to time been whispered in Europe as to the probable interference of Germany in Poland in the interest of the Government of Russia are entirely without foundation. It is true that any such interference would be intensely unpopular in Germany at large, but indications were not wanting that a strong and united party, even if few in point of number, were in view of the supposed dynastic interests of the Empire, prepared to go even to so extreme a limit; and the disavowal of any such intention by the present Imperial Chancellor will certainly be hailed with not less satisfaction in Germany itself than in Europe at large. It is natural and proper that Germany should watch with intense interest the upheaval going on in her very frontiers, and should take every legitimate means of preventing the conflagration spreading to her own territories; but one of the lessons most plainly to be read in the history of the past two centuries is the folly, if not the wickedness, of armed intervention between rulers and people, unless the interfering state be prepared from the beginning to assume itself all the responsibilities of government. The mere propping up of a failing edifice is of all architectural works the most unsatisfactory to an able architect, and few who have attained eminence in their profession will willingly undertake so damaging a responsibility. The propping up of a decaying government is, if possible, a still more serious undertaking which has proved in too many instances the grave of political reputations. Europe will be pleased to hear of the good understanding existing between Germany and the Austro-Hungarian monarchy; it would, however, be better pleased to see this good understanding expressed in some more tangible form than mere words. The spirit of BISMARCK still lingers unpleasantly near, and though the recent revelations of Prince Hohenlohe's Memoirs have done something in showing how dead in other respects is the policy of that statesman, and though Russia as a disturbing influence is, at all events temporarily, eclipsed, all Europe would breathe more freely were it able to lay to rest its suspicions on this subject. But I we are justified in looking with an enhanced feeling of confidence on the European horizon it is unfortunately the case that when we turn our eyes eastwards the prospect is by no means so clear, and here we may note at the beginning we have no reflection whatever to cast on Germany, whose interests we may add are identical with our own. However we look at it there is an unpleasant feeling in the magnetic field, and a sense that it is overcharged with elements of repulsion. Great Britain has persistently urged on China the necessity of advance, did she desire to recover her lost place amongst the nations; Britain has done more, for it has actively aided China in the process by material as well as moral assistance. It has hailed with pleasure Japan's entrance into the family of nations, and has placed her in a position of eminence alongside itself. In none of these things has Britain been actuated by any sentimental motives, nor has it attempted to pose as if impelled by any mere philanthropic motives, or to raise itself on a pinnacle of goodness beyond other nations. Knowing how rare in the ordinary intercourse of nations is the feeling of gratitude or anything approaching to thankfulness it has not expected any return of this nature, and has been quite content to take things as they came. Britain did, however, expect that as a return for opening to the Far East the material benefits of its commerce and culture, and sharing with it its own home privileges without let or hindrance, it should be placed on similar terms, and that as it had broken down the last barrier to intercourse with the West, it should meet with a similar willingness on the part of the East to meet on equal terms. East Asia has done Britain the high compliment of accepting its offers; has so far as lay in her power remodelled her own institutions on lines directly copied from the West. It has provided itself with armies and navies the details and organisation of which to the minutest detail have been taken from Europe. Japan has closely imitated in her political institutions the political systems of Europe, and China has sent recently a high commission to British shores to learn the art of governing her millions with greater profit to the empire, and greater happiness to themselves, and

this commission was received with open arms, and permitted to discover innermost secrets of policy. Britain has done all this, not in the hope of any private reward, but to promote the general interests of the world at large, and with its share in those interests it was content to wait for its own profit and advantage. Now it is curious to observe how one-sided the confidence has been. For it all Britain has obtained not trust, not friendship, but growing alienation and ill-feeling. Yet these people who would now turn to Britain the cold shoulder, who by words and deeds daily inform the British that in their heart of hearts they dislike them and if they could would despise them, are the very people who have done them the unconscious compliment of attempting without any pressure or persuasion to reform on the models freely presented to them the whole fabric of their institutions, and even their private lives. Since 1858, when Lord ELGIN sailed on a friendly mission into the Gulf of Tokyo, Japan has entirely changed her institutions and her mode of government; convinced of the superiority of those prevailing in the West she has undisguisedly remodelled her own on similar lines, and in the process without any reserve whatever she has been helped on and encouraged. So completely has she done this that were a visitor from another world who had seen her in 1858 to re-enter now on the scene, except in her language and a few of her older temples, still remaining as records of the past, he would fail to recognise that he stood on the same ground. To the credit of Japan she has done this thoroughly, and apparently without a reserve. No country in the history of the world has ever effected such a change within the compass of a mere half-century. And now Europe, having done its missionary work, apparently has to face the outlook of most nihilists. It feels much like a hen whose duckling brood is swimming off to independence.

Following the assassination of Madame Yea, Beljonne by natives in Hainan, the murder of M. Roudet in the same city by Chinese has caused a great sensation throughout Tonkin.

The Chinese Chamber of Commerce at Shanghai is troubled by the risk to life involved by the foreign introduction of electric trams. They have asked the Tao-tai to take steps to minimise the danger.

Sergeant Major E. Brook, late Chinese Regiment, arrived at Hongkong yesterday from North China, and is attached to the 3rd Middlesex Regiment for rations and accommodation during his stay in Hongkong.

In reply to a letter from the Hongkong Chamber of Commerce, the Shanghai Chamber has agreed to recommend another memorial to the Diplomatic Corps at Peking, in connection with currency reform, on lines similar to those sent in 1903 and 1904.

The original action brought by the Holland China Trading Co. against the Tong Tai firm was concluded before His Honour the Chief Justice in the Supreme Court yesterday. Further evidence was heard after which Counsel addressed the Court and his Lordship reserved his decision.

At a sitting of the Justice of the Peace yesterday—Mr. F. A. Hasland (presiding), Mr. C. D. Melbourne and Mr. H. Craig—an application for a licence for the premises, 149 and 150 Queen's Road Central, known as the Star Hotel, was presented by Louis Manuel Lobo. On the motion of the Chairman, the application was granted.

An Imperial Decree dated November 28th, says:—The Ministry of the Interior (Ming-chou) reports that the Gruel Relief Station at Kuan-chia-tien, outside Peking, has been changed into a Free Industrial School for children of the poorer classes (Ching-yang-chu) and asks for a grant of rice from the imperial granaries to support the parents of the inmates during the Winter season. By special act of imperial grace we hereby grant the said free industrial school 300 shih (one shih equals 166 catties) of rice, which is to be handed to the gentry in charge of the institution for distribution among those needing relief during the cold weather.

It is quite a treat, says the N.C. Daily News, to know that during the present year there is a Company in Hongkong which at its yearly meeting can declare a bigger dividend than last year, and last year's was a good one. Such a fortunate position has been had by the Dairy Farm Company. For many years the Dairy Farm was in a very precarious position. The cows died of disease. The milk was not plentiful and generally things looked very gloomy. For some time, however, the corner has been turned. The first and most important thing is that cattle plague has not attacked the Dairy. Then better beasts have given more and better milk. The crossing of Chinese with Australian stock has had a very beneficial effect on the breed. In addition to this improvement in the general business, recently the Company added to their business by undertaking to supply frozen meat and game. At first this was not a success, but this too now has begun to pay and generally things with the Company are looking very bright.

At a meeting of the Jockey Club officials it was decided to hold the annual races on Tuesday, February 19th, Wednesday, 20th and Thursday 21st.

It is reported that a preliminary survey has been made of the French torpedo boat destroyer *Freunde*, but this survey has not yet been made public. The Dork Co. are said to be preparing a tender for repairs, but it is doubtful whether the cost of these will not prohibit the vessel being again made seaworthy.

The Manila *Cabildos* says:—Secretary of War Taft has decided that Chinese editors, sub-editors, and pressmen should be considered in the exempt class and are to be admitted to the Philippines accordingly. Some time ago Young Uei Kai, a prominent member of the Chinese Chamber of Commerce, made application to import editors and pressmen for the purpose of operating a Chinese paper. This application was rejected by the collector of customs and sustained by the secretary of finance and justice. Appeal was taken to the secretary of war and Mr. Taft sustained the appeal by cable.

There was a large attendance in St. John's Cathedral yesterday when Mr. Dooman Fuller gave another of his appreciated organ recitals. Mrs. Newborn was the vocalist and her beautiful clear soprano voice was heard to advantage in her two appearances. The programme was as follows:—Final "Symphonie Pathétique" (Tschaikovsky), "Barcarolle" (Karganoff), "The Flower" (Rubinstein) and "Wanderer's Night Song" (Warlamoff), Mrs. Newborn; "Prelude" (Rachmaninoff), Bass Ostinato (Arensky); Hymn 51; Overture (Morandi); "Innsmatas" "Stabat Mater" (Rossini), Mrs. Newborn; Excerpt "Cavalleria Rusticana" (Masnagai). A new series will begin on Tuesday, 1st January.

In addition to the support of Messrs. Lamont and Joki, Miss Henriette Markens has obtained for her concert to-night the gracious assistance of Mrs. Kew, who will sing as indicated in the programme here following. A very enjoyable concert may be expected at the City Hall to-night, it is clear. After violin and piano music by Miss Markens and Miss Constance Hunt, Mr. G. F. Lamont sings "The Devout Lover." Then a Mendelssohn violin solo, and Mrs. Kew sings a song. Mr. Joki joins Miss Markens in a duet concerto for two violins, and Miss Hunt plays a Brahms rhapsody on the piano forte. Mrs. Kew again sings. More violin solos, and Mr. Lamont sings "The Rosary." Miss Hunt brings a very promising programme to a close.

The Singapore Free Press of November 27th says:—The many friends of M. Chee Queong, long connected with the Straits Opium Farms, will be sorry to learn that he died at his residence in Cecil St. after a short illness on Saturday. Mr. Chee Queong only returned from Kowloon a week ago, and was immediately taken to his bed with fever. He rapidly got worse despite the able aid of Dr. Galloway, and as already stated, succumbed on Saturday. The late Mr. Chee Queong was only 57 years of age, and appeared prior to his illness good for many years more. He was born in Melacca and came of an old and respected Chinese family. He leaves a wife and a large family to mourn his loss, but these are well provided for, as he was one of the wealthiest Chinese in Singapore.

We learn from the Japan Gazette that a most regrettable accident occurred to Mr. James Walter, on November 5th at the new Golf Links at Nagoya, Japan. Whilst stepping from a putting green Mr. Walter slipped, and his leg doubling under him, it was fractured. The fracture is a double one. He was at once conveyed to the General Hospital and attended by Drs. Davies and Hata, the latter gentleman being from the Royal Naval Hospital. The fracture was set and on Tuesday Mr. Walter was progressing as well as could be expected. The bones of the leg are fractured, but fortunately the serious consequences of a compound fracture were avoided by the prompt action of the gentleman accompanying Mr. Walter at the Links. They fitted a temporary splint and thereby prevented the lower end of the upper fragment of the tibia from protruding. But for these measures the result of the accident would have been very serious.

BRITISH BORNEO.

(FROM OUR CORRESPONDENT).

SANDAKAN, November 27th.
THE TENOM-TAWAO EXPEDITION.

I confirm my telegram of this morning, "Tenom-Tawao expedition arrived; Europeans well." The expedition, comprising Messrs. Moore and Tristan, as railway surveyors, etc., Mr. G. H. Hone, for the British Borneo Exploration Co., Ltd., and Mr. Weedon, the Government officer in charge of the transport, arrived here from Sillimpon last evening, by the *Lebuan*. They all look remarkably well, after their six month's tramp, though they are certainly thin. The results of their journey have not yet leaked out, but it has been understood for some time that the primary object for which they were sent out, to ascertain the practicability of running a railway through from Tenom to Tawao, has to be reported on unfavourably. The new idea, that of a railway from Sandakan to Kudat, meets with much more general favour.

The object to be aimed at is a good army is a highly trained staff and generals and an efficient and contended regimental service. In any country but England the officer is paid a living wage. It has been said that we scatter our dead round the world like old cigar-ends. We certainly do not pay much for the privilege of so treating our soldiers.—MAJOR MACMUNN in *Blackwood's Magazine*.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

PERSIA'S RULER ILL.

LONDON, December 4th.

The Shah of Persia is ill, and the heir apparent has been appointed regent.

GERMAN COLONIAL SCANDALS.

LONDON, December 11th.

Renewed scenes have occurred in the Reichstag in connection with the Colonial Administration scandals.

[REUTER'S SERVICE]

THE UNITED STATES AND JAPAN.

LONDON, December 2nd.

It is understood in Washington that President Roosevelt is determined to press Congress to give power to the Federal Government to force individual states to obey treaties; in the meanwhile the Japanese question is assuming growing importance, and the whole of the white population of California is resolved to exclude Japanese from the schools.

LATER.

The Japanese Ambassador in Washington expresses confidence that President Roosevelt will adjust the Californian difficulty in a satisfactory manner, and says that the Japanese have ceased all agitation on the question.

FOOTBALL.

LONDON, December 2nd.

The South African team defeated Wales 11 to 9. Unprecedented interest was taken in the game and huge crowds were present. Wales was confident of winning, and their failure is attributed to the selection of too many old players for the team.

[N.C. Daily News' Service.]

THE CLOSING OF NEWCHWANG.

TOKYO, November 28th.

The Lisohu is entirely blocked with ice.

THE OPENING OF MUKDEN.

TOKYO, November 28th.

Mr. Fulford (H. M. Consul-General) arrived at Mukden yesterday.

THE JAPANESE COMMAND IN NORTH CHINA.

TOKYO, November 28th.

Major-General Nakamura has been appointed to command the Japanese troops in North China in succession to Major-General Kaino.

FOREIGN TRADE IN THE FAR EAST.

CHANGES AT HONGKONG.

Mr. Douglas Story, journalist and war correspondent, writes in the *Tribune*:

Twenty years ago Rudyard Kipling sailed from sea to sea. In his voyaging he happened upon Hongkong. To him Hongkong was a place of a handful of British in remote prairies and tolling thousands of Chinese. It fascinated him with its wealth and its enterprise, its hand-to-hand battles, and its well-laid streets. He looked out of his window and said: Beyond the houses lie more steamers than the eye can count, and four out of five of those belong to me. As I was proud when I saw the shipping at Singapore, but I was still with patriotism as I watch the fleet of Hongkong from the balcony of the Victoria Hotel. To-day he would find fewer merchant princes, less conspicuously prominent amid a colony of twenty thousand Europeans. He would find the tolling thousands of Chinese swelled into tens of thousands. He would find the houses on the Peak more numerous and more pretentious, but the proprietors no longer confined to British tailors. The new-comers are Germans and Armenian Jews, Parsees, and Chinese. He would look across a dense crowd of steamers in the harbour—for Hongkong has moved up to the premier position in the world as a shipping port, with a tonnage of 19,204,529—18,639,159 recorded by the Port of London—but he would see the red ensign of Britain no longer flying from the stern of four out of every five vessels there. To-day only one out of every two belongs to us.

After commenting on the autocratic power of the Governor and the "disfranchisement of a community whose only crime is the endeavour to uphold British interests in a distant corner of the British Empire," Mr. Story alleges that our commerce is in danger of being lost upon the racecourses and pleasure-grounds of the East.

"The world rolls on without heed to holidays, and our commerce suffers while our agents play. In these circumstances to place a protective tariff upon British manufacturers would do little to protect trade, but might do something towards preserving our Far Eastern commercial representatives temporarily in idleness. Tariff cannot ensure trade against competition, and only constant application to business can avail to maintain Britain's position in the markets of the Far East. That application is not to be found in Hongkong or in Shanghai, and to its absence I attribute the loss of our old position in the richest market of the world." That is only Mr. Story's story.

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POLICE COURT.

Tuesday, December 4th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

ON GOVERNMENT PROPERTY.

Mr. Crofton, of the Public Works Department, proceeded against a constable for being found in the Government stables, Lower Albert Road, without permission. Mr. Crofton stated that Inspector McEwan inspected the place and found defendant and several others there whom he suspected had no right to be there. Prosecutor was called, and defendant explained that he was a friend of the works coolies. Fined 37 or 14 days.

UNJUST SCALES.

A bean curd salesman was fined \$15 or a month's imprisonment for using scales which were five per cent against the purchaser.

A fishmonger at the market was fined \$75 for a similar offence, his Worship remarking that defendant had made a lot of money out of the public.

Inspector Withers prosecuted in both cases.

AN ORIENTAL "EXPLANATION."

The China man, who last week behaved in such an extraordinary manner when charged with stealing a piece of iron that he was remanded for medical supervision, again appeared in Court. It was stated that he was perfectly sane. When asked to explain how he came into possession of the iron, he said he was walking along San Po Lane, when the iron fell on his toe and he picked it up and carried it off. His Worship was not impressed by this explanation and imposed a fine of \$10 or one month's imprisonment.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

ON GUARD WITH A CHOPPER.

A native was charged with being in possession of two swords in Third Street. He was seen by an Indian constable carrying them in a bag, and the latter followed him to a certain house on the ground floor. Seeing he was followed, the native picked up a chopper and stood on guard at the door, defying the constable to enter. P. C. Parr arrived on the scene, and while the Indian distracted the attention of the defendant, Parr rushed in and closing with the native took the chopper from him. Defendant was cased through the interpreter who he armed himself and stood at the door, and a scuffle was provoked when the interpreter gave him a scuffle as "I was willing that the constable should not go into the house." A fine of \$20 or two months' imprisonment was imposed.

HOTEL MANAGER DROWNED.

News has reached Hongkong that Mr. A. W. Slaton, manager of the Connaught House Hotel, was drowned at sea last week. He was a passenger on board the ss. *Honoi* which was proceeding to Haiphong, and while sitting—so it is reported—on the rail, he lost his balance and fell overboard. The occurrence having been witnessed, life buoys were thrown to the unfortunate man, and the ship was stopped. Search proved fruitless. The matter was reported to the Harbour Authorities and to the U. S. Consul.

Following is the official statement from the *Honoi*, which came into port on Monday:

ss. *Honoi* at Sea, 26th November, 1906.

At 6.25 p.m. on the 26th instant, while abreast of Great Ladrone Isle, a passenger, Mr. G. Galimberti, shouted that another passenger had fallen overboard. The engines were at once stopped, a lifebuoy with light attached, thrown overboard, and a boat lowered with the second officer in charge. After searching round from 6.25 till 6.50 p.m., no trace of him could be found. Restarted engine and proceeded on course. It appears that Mr. Galimberti, who was an eye-witness, said that Mr. Slaton was trying to save himself on the side of the ship which was rolling heavily at the time, and overbalanced himself. (Signed).

P. Meierle (Master)
K. M. Klausen (mate)
C. L. Zerk (passenger)
A. H. Tomsett
G. Galimberti
W. R. Myers

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 1st to 3rd December, 1906. The following cards were handed in:

CAPTAIN'S CUP.

Lieut.-Col. A. E. Aitken 81 - 3 = 78
† Mr. T. B. Norrie ... 85 - 7 = 78
Mr. C. H. Gale ... 93 - 15 = 78
Mr. C. Paul Chater ... 88 - 9 = 79
Hon. Mr. W. J. Gresson 92 - 12 = 80
Mr. C. Birrell ... 86 - 5 = 81
Dr. G. M. Harston ... 89 - 8 = 81
Hon. Mr. F. J. Baddeley 91 - 10 = 81
Surg. T. C. Sawdy, R.N. ... 93 - 12 = 81
Mr. T. C. Gray ... 94 - 9 = 85
Dr. C. Forsyth ... 98 - 10 = 88
(18 entries)

MAY CUP.

† Mr. A. Morley ... 88 - 30 = 68
Mr. R. F. C. Master ... 103 - 18 = 85
Mr. P. Tester ... 108 - 23 = 85
(6 entries)

POOL.

* Major H. E. Lewis ... 87 - 10 = 77
Lieut.-Col. A. E. Aitken 81 - 3 = 78
Mr. C. H. Gale ... 93 - 15 = 78
Mr. C. Paul Chater ... 88 - 9 = 79
Hon. Mr. W. J. Gresson 92 - 12 = 80
Mr. J. Clark ... 89 + 1 = 81
Dr. G. M. Harston ... 89 - 8 = 81
Mr. T. C. Gray ... 94 - 9 = 85
(28 entries)

TIE FOR CAPTAIN'S CUP.

WINNER OF MAY CUP.

WINNER OF POOL.

The next competition for the Robertson's Farewell Cup will be held at Happy Valley from the 8th to 10th December, 1906.

SAN FRANCISCO RESISTS.

CIVIL WAR FEARED.

San Francisco, November 30th.—President Roosevelt has determined to force the Japanese into the schools of San Francisco, at the risk of civil war. The *Cablenews* says:—The lamentable situation of the Japanese school question threatens to bring serious consequences to the country. The city provided schools for the Asiatics and supplied teachers for them, but certain Japanese insisted on attending the American schools. They were expelled by the school board and raised a protest. For over six months the question has been simmering and the brew seems to be about ready for the whole country to drink now. The Japanese were supported in their protest by certain religious people of San Francisco and a few of the school teachers who appeared before the school board and remonstrated with the members to revoke the order segregating the Asiatics in separate schools. A number of ministers made strong pleas to the board on the subject. The Japanese consul stationed in San Francisco also appeared before the school board many times on the November 21st at 152 San Jose.

These inoculations were made by Dr. Strong under authority dated March 1st, 1904, which authorization was for "the carrying on, under the supervision of the Director of the Biological Laboratory, of the investigation among inmates of Bilbil Prison with reference to diseases which prevail among them, as far as possible."

Since the authority was granted, over half the prison has been inoculated against cholera without any harmful results whatever.

All these cases of death were promptly referred to the Coroner for proper action by him, and upon his instructions, antiseptics had been made in each instance. An investigation is now being made under his direction to determine the exact cause of death in each instance, and upon that information being obtained, the coroner will render the verdict required by law.

It appears that probably these deaths have resulted from anti-cholera vaccine which was used, having in some way become contaminated with plague germs while the vaccine was being prepared in the government Laboratories. A number of years ago, thousands of inoculations with this same anti-cholera vaccine were made by Dr. Ferran in Spain, and similar instances of contamination occurred and some deaths resulted. I wish it is understood, however, that the accidents which resulted from this inoculation were not due to the method itself but to the contamination of the vaccine just before final preparation. No test as to whether the vaccine has been contaminated can be made on animals for the reason that the Ferran virus must be prepared for use and used while fresh.

Immediately after being notified that the prisoners inoculated had become sick, Dr. Strong had the matter before the proper authorities for investigation and action by them. It is needless to say that Dr. Strong is grieved beyond measure at the unfortunate accident which occurred with these twenty-four inoculations. Dr. Strong has made, in the past few years, thousands of inoculations with anti-cholera and anti-syphilis vaccine, and never before have any untoward results followed. These particular inoculations were made on his own responsibility under the authority above described and were in no way authorized by or participated in by the Director of Health or by the Director of the Bureau of Science.

I am immeasurably grieved at the unfortunate result of this accident, and it is unnecessary to add that every possible step has been, and will be taken by the government to care for the other patients who have suffered from this inoculation, and to relieve as far as possible, any distress which may have been caused the families of those who have been affected.

THE STRAITS DOLLAR.

The *Straits Times* says its readers will have noted that Lord Kelvin says he is prepared, reluctantly, to "defer to strong local opinion" about the intrinsic value, size, and fineness of the new dollar. The Lords Commissioners of the Imperial Treasury share his lordship's reluctance, but we presume they also defer to the same opinion. And what is the opinion to which a Secretary of State and certain Lords Commissioners are good enough to defer? It happens to be one which we suggested, viz., that the size of the dollar might be reduced, but that the fineness might remain unaltered, to meet a reduction in intrinsic value. This seemed by far the safer mode of dealing with currency used by Asiatics. Official Members of the Council also took that view, and the Chinese Advisory Board shared with them and with us the opinion. The recoinage point is, of course, the clincher which has riveted us all together. Even Lords Commissioners can see the obvious benefit derivable from the reduction of 900 fineness, when it facilitates recoinage at the Royal Mint, where they have only one press capable of striking 800 fine dollars. The last portion of the telegram raises again an expectation on another point—"the Royal Mint can prepare dies by the end of December, if put in hand promptly." By all means arrange for promptitude; and we would further ask, beg, and positively entreat the Governor to wire "Engage another artist; but no protege or protege of the Crown Agents acceptable." With the approach of the Duke of Connaught's voyage hitherto, this seems imperative to remove anything like offence; and Sir John Anderson may rest assured that just one glance at the present Straits dollar would result in seriously ruffling, if not permanently estranging, the brother of the King.

In the *Government Gazette* issued that morning there appeared an order by His Majesty the King in Council, and two proclamations by His Excellency the Governor (Sir John Anderson) on the currency of the Straits Settlements.

The Order stipulates that the tender of payment of money, if made in sovereigns coined at the Royal mint, shall be a legal tender for the payment of any amount, instead of for no greater than two dollars as provided by the Order of 1906.

The Government proclaims that the tender of payment of money if made in the Straits Settlements fifty cent pieces shall be a legal tender for the payment of any amount, instead of for no greater than two dollars as provided by the Order of 1906.

SHANGHAI ROADS CONGESTED.

There were 39 signatures to the following petition to the Shanghai Municipal Council:—In view of the congested state of traffic now prevailing on the Nanking and Bubbling Well Roads which threatens to become still worse with the inauguration of the tramway service, the undersigned Ratepayers beg to address you with the request to lay before the next Meeting of Ratepayers an estimate of the probable cost of a new road, with proposals as to raising the necessary funds, running from the Bund westward.

For various reasons it would appear that the most suitable line for such a road is an extension of the Jinke Road across the block of buildings now separating the two sections from the Kiangtang Road into the Tiansun Road which should be widened and carried on into the Binkil Road to be connected with the Avenue Road.

With a view to adding to the feasibility of the proposed scheme, the Engineer's Department should be desired to immediately draw up lines which such road will take and to issue no further building permits for new houses interfering with such lines.

MEDICAL MISADVENTURE AT MANILA.

TRADE WITH NEWCHWANG.

The following correspondence is published by the Shanghai Chamber of Commerce:

Newchwang, October 28th, 1906.

Sir,—It has been stated that the Diplomatic Corps at Peking have received a reply from the Chinese Government to their enquiry as to the proposed establishment of Customs Stations on the Japanese and Russian Frontiers. It will be esteemed a favour if you will kindly communicate to this Chamber the tenor of such reply.

I would draw your attention to the fact that since this Chamber's application of the 29th August last, the disabilities under which this port is labouring have become aggravated by the Customs Regulations authorizing duty drawback on re-exports of foreign goods from Shanghai to Dalny—the natural consequence of which has been the importation through Dalny of goods destined for the Newchwang market.

This Chamber cannot too strongly urge upon you the necessity of protesting against this menace to the trade interests of this port, nor too earnestly request your assistance in restoring that equality of right and privilege secured by Treaty.

I have the honour to be,

Sir,
Your obedient servant,
(Signed) ROSS THOMSON,
Vice-Chairman.

A. SUGAWA, Esq.
H. I. J. M. Consul & Doyen of the Consular Corps, Newchwang.

Hongkong General Chamber of Commerce.

Hongkong 25th October, 1906.

Dear Sir,—I am directed to enclose copy of letter dated 30th August from the Newchwang Chamber of Commerce regarding the disadvantage that port is placed in the matter of import duties on goods passing into Manchuria as compared with the treatment afforded similar imports at Dalny and Vladivostock.

This Colony, like your port, has a considerable direct trade with Newchwang, and I am instructed to inquire whether your Committee have made any representations to the Diplomatic Corps at Peking with a view to remedial measures being taken to safeguard the Newchwang trade and, if so, to kindly furnish this Chamber with copies of the correspondence so that my Committee may consider whether they can render support on similar lines.

I am, dear Sir,

Yours faithfully,
A. E. LOWE,
Secretary.

The SECRETARY,
Shanghai Chamber of Commerce.

October 29th, 1906.

Sir,—I have the honour to bring to your notice the disabilities under which Newchwang, hitherto regarded as the main artery of Manchurian trade (as it is the natural one) and where European interests both mercantile and shipping have long been predominantly established, is labouring.

One of the most important of these disabilities, to which my Committee desire to direct your particular attention, is in connection with imports via Dalny. In addition to this being a Free Port, the Imperial Maritime Customs have now decreed that foreign goods re-exported from Shanghai to Dalny duty free whereas on direct cargoes via Dalny duty free whereas on direct cargoes from Shanghai to Newchwang full duties are demanded.

The result is the concurrent existence of one toll-gate and one open gate to Manchuria, an anomaly for which there appears to this Chamber no justification.

I have therefore the honour, on behalf of this Chamber, to request that you will represent to the proper authorities the urgent necessity either of constituting Newchwang a free port, until the establishment of the Imperial Chinese Customs on the Manchurian boundary of the free port of Dalny, or for the immediate establishment of such Customs control over imports from Dalny into Manchuria.

I have the honour to be,

Sir,
Your obedient servant,
HENRY KESWICK,
Chairman.

The Doyen of the Diplomatic Corps, Peking, Shanghai, 30th October, 1906.

Sir,—I have the honour to acknowledge the receipt of your letter of yesterday's date, enclosing a despatch addressed to the Diplomatic Body or the question of Manchurian trade. I have immediately transmitted your despatch to the Doyen of the Diplomatic Body and communicated its contents to my colleagues.

I have the honour to remain,

Sir,
Your obedient servant,
D. SIFFER,
Senior Consul.

H. KESWICK, Esq.,
Chairman,
Shanghai General Chamber of Commerce,
Shanghai.

NEW BRIDGES FOR SHANGHAI.

Recently we announced that Messrs. Howarth, Erskine and Company, of Singapore, had been ordered by the Shanghai Municipal Council to erect two new steel bridges at Shanghai at a cost of two hundred and twenty thousand dollars. The Shanghai Municipality have decided to do away with the old and insecure wooden structures known as the Garden and Chekiang bridges and replace them with new steel structures. The *Straits Times* says:—

The new Garden bridge will be a massive structure of an ornamental design in keeping with the artistic surroundings of the Bund, and will, when completed, consist of two spans of over one hundred and seventy feet each, with a main roadway of forty feet width along each side and a footway of ten feet width. Provision is made to run a double line of tram cars in the centre of the main roadway, while the entire road surface will be paved with hard wood blocks. There will be over eight hundred and sixty tons of steelwork in this bridge before it is completed.

The Chekiang bridge is of the lenticular girder type, and is to have a span of one hundred and ninety-six feet. It is also of massive construction to take the load of running tram cars as well as the pedestrian and heavy street traffic. The weight of the steel-work in this bridge will be over three hundred and sixty tons. A feature in the erection of these bridges will be the method adopted in carrying on uninterrupted the existing road and water-borne traffic, and this will be no small task when one considers the amounts there really are at these points.

The *Straits Times* congratulates Messrs. Howarth, Erskine, Limited, on having obtained this contract in open competition with the leading firms, and wishes them every success in its accomplishment.

JUST UNPACKED.

PL. AND POSTCARD SIZE.

F. P. CAMERAS.

FITTED WITH

ZEISS ANASTIGMAT TESSAR LENS, F. 6.3.

AT MODERATE PRICES.

LONG. HING & CO.

NO. 17, QUEEN'S ROAD.

JUST LANDED.

SPARKLING RED BURGUNDY
GUICHARD POTHERET & FILS.

PER CASE 12 BOTTLES \$32.00
PER CASE 24 34.00

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

SOLE AGENTS:

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

THE

ROBINSON PIANO
CO., LTD.

AND

RECORDS.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

I, the Undersigned, do not hold myself responsible for any Debts whatever which may be contracted by Mrs. JESSIE AMY CROSS from December 5th, 1906, she having left my residence against my wish.

W. J. CROSS.

Swatow, 3rd December, 1906. [2223]

TO LET.

RAVENSHILL WEST No. 3, PARK ROAD.
Apply to— DEACON, LOOKER & DEACON, Hongkong, 5th December, 1906. [2224]

NEW WHARVES TO LET.

EITHER PART OR WHOLE.
1 WHARF opposite to the Central Market.
1 Do. Do. Gilman Street.
1 Do. Do. Wing Lo Street.
250 feet long by 30 feet wide.

Apply to— MR. LI SHUN FAN,
LAI HING & CO.,
No. 153, Queen's Road Central,
Hongkong, 5th December, 1906. [2225]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

TO-MORROW (THURSDAY), the 6th December, 1906, at 2 p.m., within his Residence, "Craig Ryrie," the Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED—

(All English, Shanghai and Local make), Comprising— TEAKWOOD WARDROBES with GLASS, OAK and MAHOGANY CHEST-OF-DRAWERS and GUPBOARDS, DRESSING TABLE with GLASS, TRUNKS, MARBLE-TOP WASHSTANDS, TOILET SETS, TEAKWOOD EXTENSION DINING TABLES with ROUND WOOD COVERS, DINING ROOM CHAIRS, GLASS and CROCKERY WARE, CANTON CARVED BLACKWOOD DESK, EASEL and TEAPOYS, BOOKCASE, CARD TABLES, RATTAN CHAIRS, TABLES and SOFAS, &c., &c., Also A Large Quantity of PLANTS in POTS.

And One GENT'S BICYCLE.
Catalogue will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st December, 1906. [2212]

NOTICES OF FIRMS

NOTICE.

WE BEG TO NOTIFY the Public that

WE are carrying on business as COTTON AND YARN DEALERS at No. 32, Bonham Strand under the style of SANG CHEONG FATT, and that all contracts for Buying and/or Selling Cotton and/or Yarn and all other mercantile documents relating to the business of our firm must bear the Chop of our Firm and the Signature of one of the partners whose names are mentioned below, otherwise the firm will not be bound or incur any responsibility thereby.

HO FOOK otherwise HO CHAK SANG, HO KOM TONG, HO TAI-SANG, LO CHEUNG-SHUI, LO SAI-KI, Hongkong, 30th November, 1906. [2195]

NOTICE.

WE have Established Ourselves To-day under the Firm Name

ULDERUP & SCHLUTER, Hongkong, as GENERAL MERCHANTS and ENGINEERING AGENTS.

T. P. ULDERUP, C. SCHLUTER,
Office 1 & 2, Beaconsfield Arcade,
Hongkong, 15th October, 1906. [1919]

"SAM CHAR" MINE, KWONGSI PROVINCE.

IT IS HEREBY NOTIFIED that His EXCELLENCY CHEONG, who in the past eighteen months has expended about \$10,000 on Matched and other Works in connection with the above-named SAM CHAR MINE in the Kwan Yen district of the Province of Kwongsi, and had several times by advertisement in the newspapers publicly invited offers for the property and all the rights thereto, has Resigned the management and transferred all rights and interests in the above-named Mine to MESSRS. CHAN CHIT TING and HO SZE KI and others who are willing to provide the necessary Capital for the Working of the Mine. Twelve regulations for such transfer have already been drawn up and mutually signed by the above-named Parties.

IT IS HEREBY FURTHER NOTIFIED that the Members of the Directories, Committees and the Shareholders in the WAN HING and PO HING Companies by whom the Mine has successively been owned, may inspect the regulations and all other particulars of the transfer on application to the YU WO FAX Firm, No. 227, Des Voeux Road West, Hongkong, or to the CANTON-AMoy RAILWAY OFFICE, in Tsing Ho Moon Street, Canton, on any day prior to the 22nd day of this Month, on which date the New Company will assume the management of the said Mine, and no claims and objections on the part of parties interested in the above-named WAN HING and PO HING Companies can thereafter be entertained.

Signed on behalf of the Shareholders,
PO HING COMPANY.

The 8th day of the 10th Month, 32nd year of Kwongsi.

2170

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"PRINZ EITEL FRIEDRICH," Captain Malchow, will leave for the above places TO-DAY, the 5th inst., at 4 p.m.

NOEDDEUTSCHER LLOYD,
For further Particulars apply to
MELCHERS & CO., Agents.

Hongkong, 5th December, 1906. [15]

EDUCATIONAL.

LESSONS at the Peak, Mornings only.

School not open.

Address inquiries to— "BOX 184."

Care of "Daily Press" Office.

Hongkong, 2nd December, 1906. [2215]

WANTED.

SITUATION WANTED by a Portuguese Senior Clerk, Mercantile Firm preferred.

Good references and experience.

Apply to— "Y."

Care of "Daily Press" Office.

Hongkong, 30th November, 1906. [2193]

A

GRAND CONCERT

WILL BE GIVEN

TO-NIGHT (WEDNESDAY),

THE 5TH DECEMBER, AT 9 P.M., AT THE

CITY HALL,

BY

MISS HENRIETTA MURKENS, Violinist,

and

MISS BONAVIA HUNT, Pianist,

Kindly Assisted by

Messrs. YOKL and G. P. LAMBERT.

TICKETS: \$2.

Booking at Messrs. MOUNTIE & CO., LTD., York Building, (Chater Road).

LATE TRAM to the Peak.

Hongkong, 1st December, 1906. [2209]

AUCTIONS

C. DE M. C. VIEIRA-REBEIRO,
Auctioneer,
Favoured with instructions, will sell by PUBLIC AUCTION

TO-DAY (WEDNESDAY),

the 5th December, at his Sales Room, at No. 8a,

Queen's Road Central, at 2.30 P.M.

A GRAND AND VARIED COLLECTION OF

JAPANESE CURIOS AND GOODS

suitable for Christmas and New Year's

Souvenirs.

Comprising—

SATSUMA, CLOISONNE MATKUZU,

IVORY and LACQUERED

WARE, SILK EMBROIDERED

SCREENS, CUSHIONS and TABLE

COVERS, WALL HANGINGS, KAKI-

MONOS, CUT VELVET PICTURES,

WATER COLOURS, FRAMES, PIC-

TURES, &c., &c.

TERMS—As usual.

Hongkong, 8th November, 1906. [2080]

TO LET

TO LET.

N° 4, DES VIEUX ROAD, Ground Floor,
 lately vacated by Madam Jay, suitable for

Banking or other Offices, including a

Strong room and out-houses.

No. 5, PEDDER'S HILL, a 5-Roomed

Dwelling House with out-houses.

No. 5, QUEEN'S ROAD, "VICTORIA

BUILDINGS" 2nd Floor, suitable for Offices.

No. 1, ROBINSON ROAD, "PAIRVIEW,"

consisting of Six Rooms, very pleasantly

situated, with large Servants' Quarters.

Apply to— DAVID SASSOON & CO. LTD.

Hongkong, 8th November, 1906. [2080]

TO LET.

OFFICES in KING'S BUILDING and YORK

BUILDING.

No. 2, HILLSIDE, THE PEAK.

A HOUSE in WONG NEI CHONG ROAD.

GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit

Road.

A HOUSE in EIPON TERRACE,

FLATS in MOBISON TERRACE.

Apply to— THE HONGKONG LAND INVEST.

MENT & AGENCY CO. LTD.

Hongkong, 1st March, 1906. [1524]

TO LET

TO LET.

N° 2, MACDONNELL ROAD.

Apply to— COMPLAIDORE'S DEPARTMENT,

Nippon Yuen Kaisha.

Hongkong, 3rd June, 1906. [180]

TO LET.

OFFICES in KING'S BUILDING and YORK

BUILDING.

No. 2, HILLSIDE, THE PEAK.

A HOUSE in WONG NEI CHONG ROAD.

GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit

Road.

A HOUSE in EIPON TERRACE,

FLATS in MOBISON TERRACE.

Apply to— THE HONGKONG LAND INVEST.

MENT & AGENCY CO. LTD.

Hongkong, 1st March, 1906. [1524]

TO LET.

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE

AT "BRAESIDE."

N° 13, GAGE STREET, 8-Roomed House,

with a Godown.

Apply to— E. A. & C. F. DE CARVALHO,

14, Arbutnott Road.

Hongkong, 18th June, 1906. [1270]

TO LET.

A HOUSE in KNTSFORD TERRACE

A KOWLOON.

Apply to— J. A. RAYMOND,

2nd Floor, 20, Macdonell Road

(late of "Tung Yuen").

Hongkong, 27th June, 1906. [143]

TO LET.

BOARD AND RESIDENCE

M. R. G. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 20th September 1906. [1751]

TO LET.

OFFERED in WELL APPOINTED

HOUSE, Fine View, every Comfort,

INTIMATION.

S. MOUTRIE
& CO., LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS,
PLEYEL,
KEMMLER
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUAL-
ITY OF TONE, AND DURA-
BILITY, THESE PIANOS ARE
UNRIVALLED.

A GUARANTEE FOR A TEST
PERIOD OF TWO YEARS
GIVEN WITH EACH INSTRU-
MENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. [527]

JUST RECEIVED

FATHER TUCK'S XMAS. GOODS.
A fine Assortment of
XMAS & NEW YEAR CARDS
PORTCARDS ALBUMS
MECHANICAL ANIMALS
Half-Masks, Art Relief Novelties
ARTISTIC PICTORIAL POSTCARDS
for
Xmas, New Year, Birthday and all occasions.
Inspection satisfied.

GRACA & CO.,
Hongkong Hotel Corridor.
Hongkong, 1st December, 1906. [527]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELHI"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees are hereby informed that their Goods are
being landed and placed AT THEIR RISK in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex ss. Victoria.
From Australia, ex ss. Britannia.
From Persian Gulf, ex E. I. S. N. &
B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 6th Dec., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Godowns
for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 29th November, 1906. [1]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', HAMBURG,
ANDVERP and LONDON.

THE Steamship
"MONTGOMERYSHIRE".

Captain P. Gilson, having arrived from
the above Ports Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 6th Dec., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 6th Dec., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOME & CO.,
Agents.

Hongkong, 30th November, 1906. [219]

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship
"HOHENSTAUFEN".

Captain Jager, having arrived Consignees of
Cargo are hereby requested to send in their Bills
of Lading for countersignature by the Under-
signed to take immediate delivery of their
Goods from alongside.

Optional Cargo will be forwarded, unless
notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed in the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, and
stored at Consignees' risk and expense.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 10th Dec. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th Dec., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong, 3rd December, 1906. [221]

INSURANCES

UNION OF PARIS FIRE INSURANCE
COMPANY, LIMITED

THE Undersigned, having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at current
rates.

SIEMESSEN & CO.
Hongkong, 1st January, 1906. [28]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905
217,837.119.

I. AUTHORIZED CAPITAL... 23,000.000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL..... 68,500.000
II. FIRE FUNDS..... 3,386,720.18 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOME & CO.,
Agents.

Hongkong, 11th July, 1906. [1349]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1906. [311]

THE GLODUS INSURANCE COMPANY.
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

CARLOWITZ & CO.
Hongkong, 13th August, 1906. [1585]

JUST RECEIVED

FATHER TUCK'S XMAS. GOODS.
A fine Assortment of
XMAS & NEW YEAR CARDS

PORTCARDS ALBUMS
MECHANICAL ANIMALS
Half-Masks, Art Relief Novelties
ARTISTIC PICTORIAL POSTCARDS
for

Xmas, New Year, Birthday and all occasions.
Inspection satisfied.

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Optional goods will be landed here unless
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No Fire Insurance will be effected by me in
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Damaged packages must be left in the Godowns
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E. A. HEWETT,
Superintendent,
Hongkong, 29th November, 1906. [1]

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No Claims will be admitted after the Goods have
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No Fire Insurance has been effected.

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Hongkong, 30th November, 1906. [219]

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HAMBURG-AMERIKA LINIE,

Hongkong, 3rd December, 1906. [221]

BUDDHIST MISSIONARIES FOR
CHINA.

It is in no way surprising to discover that the
visit of the Abbot of the Nishi Hongwanji sect
of Japanese Buddhists to China and his expressed
intention of making a prolonged tour in that
Empire have attracted attention in other lands,
though in Japan itself the wish of the Hongwanji
to proselytise China is nothing particularly new.
Of all the seven sects of Buddhists which are
recognised by us the adherents of the Hongwanji,
or Monastery of the True Vow, are the most
earnest in the propagation of their faith, and
the most influential. The division into East and
West Hongwanji—Higashi and Nishi—dates
from the days of Iwaya, the founder of the
Togakure line of Shoguns, who ruled at Yedo
in the early years of the seventeenth century.
At the present day each sect has an Abbot to the
person of a Count Otani, for Count Otani
Koket, born in 1851 at Kyoto, is Lord Abbot
of the Higashi Hongwanji temple in that city,
formerly the greatest Buddhist centre in Japan, and
Count Otani Kozue, born at Kyoto in 1876, is
Lord Abbot of the Nishi Hongwanji, the western
branch of the sect, which is the really
flourishing one of the two. It is this Count
Otani who is now travelling in China, having
been for a good many years resident in Europe
for purposes of study. He returned to Japan in
1902, on the death of his father, but he had
been home in 1898, when he wedded the elder
sister of the Crown Princess—the second
daughter of Prince Kujo—and he is therefore
connected by marriage with one branch of the
Imperial family.

The efforts which are being made in the
direction of reforming Buddhism in China may
seem to Europeans rather gratuitous, seeing
that Japan received the teachings of Buddha in
the first instance from China by way of Korea,
but Buddhism like everything else, after reaching
Japan was modified, for as Baron Suyama
has well pointed out, "all foreign creeds when
once transplanted to the soil of Japan become
gradually imbued with the spirit which animates
Shintoism. Confucianism in Japan is not the
Confucianism of China. In Japan it is nationalised,
and is identified with Japanese notions of
loyalty and patriotism to the degree that it seems
almost to assume concrete form." The case is
the same with regard to Buddhism. It is no
longer the Buddhism of China, still less is it
that of India. It is Japanese. Though there
are in Japan at least seven distinct sects of
Buddhists, the differences in creed are, after all,
but fine distinctions, or philosophical refinements,
that carry but little weight to the student,
but it is possible—in the pre-restoration
period—even requires, indeed—for all Japanese
to embrace both Shintoism and Buddhism,
doubtless as a means of making sure that none
of them were Christians. Shintoism was never
looked upon as a religion, so Buddhism was in
reality the religion of Japan. To-day the
most fervent freedom prevails under the Constitution,
but the Japanese people largely still distinguish
between the *way* and the *fero*—between the
Shinto shrine and the Buddhist temple.

The eight different systems are:—
1. The discard from weakness.
2. The discard from strength.
3. The call for a suit by discard.
4. The mixed discard from strength and
weakness.
5. The French discard.
6. The Seven discard.
7. The Canadian discard.
8. The Circular discard.

At the present time there are no fewer than
eight different systems of discarding all of
which have been recommended by different
writers. We propose to tabulate them and to
describe them in detail not with the view of
saying a good word for the majority, but rather
to expose the fallacy of them and to warn
beginners against being led away by them.
The eight different systems are:—

1. The discard from weakness consists of the
first discard being always, either at No Trumps
or against a suit declaration, from the suit
which one does not wish led, and the second disc-
ard if there is a second one, from the other
suit not wanted, so that one's partner can
arrive by a process of elimination, at a know-
ledge of which suit is desired. This is the
original system, adopted from whilst, which has
been employed among English players ever since
the first introduction of the game into England.
It is not perfect, or infallible, and does not work
every case—so—but it has stood the test of
twelve years' practice, and has been found to
answer very well on the whole. We strongly
advise all beginners to adopt this system and
this only, and not to look beyond it, except
so far as it combines with system No. 3.

2. The discard from strength is the method
adopted by the American players. It consists of
always making one's first discard from the
suit which one wishes led. It is only the first
discard which matters at all in this system, no
attention need be paid to any subsequent ones,
and in this point it has the merit of simplicity.
The advocates of the system argue that it is
often of great importance to be able to indicate
one's strong suit, definitely, by one discard,
without having to wait for a second one. This
argument is quite sound, but against it is the
fact that the discarded will sometimes be obliged
to sacrifice a card of his strong suit, which
would have won a trick, if it had been
retained, and in this way a trick will be given
away, which is a serious master. This system
has been repeatedly tried in England, but the
general consensus of opinion is against it.

SHIPPING.

ARRIVALS.

AMIGO, German str., 82, Baltzer, 3rd Dec.
Pekho 1st December and Hoihow 2nd, Pigs
and General—Johson & Co.
CATHERINE APCA, British str., 1,730, W. D. A.
Thomas, 4th Dec.—Singapore 27th Nov.
General—David Sasse & Co.
DAIYI MARU, Japanese str., 1,731, Aikawa,
4th Dec.—Moji 29th Nov., Coal—Mitsui
Banka Kaisha.
HAICHING, British str., 1,276, A. E. Hodges,
4th Dec.—Foochow 30th Nov., Amoy 2nd
Dec. and Swatow 3rd, General—Douglas
Leprak & Co.
HANYANG, British steamer, 4th December, from
Canton.
HUE, French str., 705, J. Pannier, 4th Dec.—
Haiphong 1st Dec., Rice, Pigs and General—
A. R. Marti.
IDOMERIA, British str., 1,250, H. Nish, 3rd
December—Shanghai 29th November, via
Puchow and December, General—Butter-
field & Swire.
KANZU MAHU, Japanese str., 1,041, K. Hashi-
moto, 4th Dec.—Angchin 26th November,
General—Nippon Yusen Kaisha.
NANCHANG, British steamer, 4th December,
from Canton.
NISIN MAU, Japanese str., 995, M. Iwane,
4th Dec.—Swatow 3rd Dec., General—
Mitsushima & Co.
PRINZ EITEL FRIEDRICH, German str., 8,363,
Malchow, 4th Dec.—Bremen and Singapore
30th Nov., Main and General—Möller
& Co.
QUARTA, German str., 1,145, H. Madson, 4th
December—Swatow 3rd December—Osaka
Shosen Kaisha.
SKUDL, Norwegian str., 947, Olaf Odd, 4th
December—Saigon 26th November, Rice—
Angard, Thoresen & Co.
SUMATRA, British str., 2,776, E. W. Bruce, 4th
December—Yokohama 20th Nov. and Shanghai
1st December, General—P. & O. S. N. Co.
ZAFIRO, British str., 1,629, R. Rodger, 4th
December—Manila 1st Dec., General—
Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
Dec. 4th.
Bulow, German str., for Europe.
Idomera, British str., for Singapore.
Liengor, British str., for Shanghai.
Sumatra, British str., for Singapore.

DEPARTURES.

Dec. 4th.
CHOWSANG, British str., for Canton.
HAITAN, British str., for Coast Ports.
HANGCHOW, British str., for Shanghai.
JACOB DIDERICHSEN, Ger. str., for Holbow.
LAISANG, British str., for Calcutta.
MEFOO, Chinese str., for Shanghai.
MONTGOMERYSHIRE, British str., for Yokohama.
SITHOMA, German str., for Hamburg.
SHU MARU, Japanese str., for Shanghai.
TAMING, British str., for Manila.
WINGANG, British str., for Shanghai.

SHIPPING REPORTS.

The German str. *Quinta* reports: Good weather and moderate sea.
The British str. *Huiching* reports: Moderate N.E. monsoon and fine weather.
The British str. *Catherine APCA* reports: Strong N.E. monsoon and current and heavy seas.
The British str. *Zafiro* reports: Fresh to strong N.E. monsoon with corresponding sea and fine cloudy weather throughout.

VESSELS IN DOCK.

Dec. 4th.
ADELBORN DOCKS.—*Denar*.
KOWLOON DOCKS.—*Singapore*, Montague,
Hengshan, U.S.S. *Calliope*, H.M.S. *Janus*, *Han-
sang*, *Frontier*, *Coptic*, *Sir Wm. Jervis*, *Sirname*
Maru, H.M.S. *Robin*.
COSMOPOLITAN DOCKS.—S. P. Hitchcock,
Dorset.

VESSELS ON THE BERTH
"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENMOHR."

Captain Webster will be despatched as above
on or about the 30th Inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 12th November, 1906. [2034]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship
"HAICHING."

Captain A. E. Hodges, will be despatched for
the above Ports to MORROW, the 6th Inst.,
at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 3rd December, 1906. [2116]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENNAVON."

Captain Woolfenden, will be despatched as above
on FRIDAY, the 7th December.

For Freight, apply to

MCGREGOR BROS. & GOW.

Hongkong, 22nd November, 1906. [2147]

CAMPAGNIE DES MESSAGERIES
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT,
MARSEILLES, LONDON,
HARVE, BORDEAUX,
MEDITERRANEAN
AND BLACK SEA PORTS.

THE Steamship

"ERNEST SIMONS."

Captain Bourdon, will be despatched for
MARSEILLES, on TUESDAY, the 11th
December, at 1 P.M.

This Steamer connects at Colombo with the
Australian line str. *Alma* *Belice*, bound for
Marselles via BOMBAY and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:

S.S. "POLYNESIEN" ... 25th Dec.

S.S. "CALEDONIEN" ... 8th Jan.

S.S. "SALAZIE" ... 22nd Jan.

S.S. "OCEANIEN" ... 5th Feb.

S.S. "TOURANE" ... 22nd Feb.

G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd November, 1906. [2]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SHIPS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & B&I	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	BENMOHR	Brit. str.	—	Webster	GIBB, LIVINGSTON & CO.	Quick despatch.
LONDON & ANTWERP	GLENNAVON	Brit. str.	—	Woolfenden	MCGREGOR BROS. & GOW.	On 7th Inst.
LONDON & VIA USUAL PORTS OF CALL	DEVANIA	Brit. str.	—	T. H. Hida, R.N.E.	P. & O. S. N. CO.	On 15th Inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	ERNEST SIMONS	French str.	—	Bonjdon	MESSAGERIES MARITIMES.	On 11th Inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	SAN DOMINGO	Brit. str.	—	E. W. Snow	MELCHERS & CO.	About 12th Inst.
BREMEN, VIA PORTS OF CALL	BULOW	Ger. str.	k. w.	Formes	P. & O. S. N. CO.	About 13th Inst.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FEED, LAEISZ	Ger. str.	k. w.	Mayordierts	HAMBURG-AMERIKA LINIE.	To-day, at Noon.
HAMBURG-AMERIKA LINIE.	ANDALUSIA	Ger. str.	k. w.	Schmidt	HAMBURG-AMERIKA LINIE.	On 23rd Inst.
HAMBURG-AMERIKA LINIE.	RHENANIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE.	On 3rd Jan.
HAMBURG-AMERIKA LINIE.	E. F. FERDINAND	Am. str.	—	Matcovitch	SANDER, WIELER & CO.	On 14th Inst.
HAMBURG-AMERIKA LINIE.	PETRONIA	Brit. str.	—	Melchers & Co.	DODWELL & CO., LTD.	About 27th Inst.
HAMBURG-AMERIKA LINIE.	SAINT PATRICK	Brit. str.	—	Dobronz	CARLOWITZ & CO.	About 7th Inst.
HAMBURG-AMERIKA LINIE.	VERONA	Ger. str.	k. w.	Franiel	HAMBURG-AMERIKA LINIE.	About 10th Inst.
HAMBURG-AMERIKA LINIE.	YANNA	Ger. str.	2 m.	—	EMPEROR OF JAPAN	On 21st Inst., at 4 P.M.
HAMBURG-AMERIKA LINIE.	EMPEROR OF JAPAN	Ger. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 9th Jan., at Noon.
HAMBURG-AMERIKA LINIE.	TARTAE	Am. str.	—	—	DODWELL & CO., LTD.	About 20th Inst.
HAMBURG-AMERIKA LINIE.	PLEIADES	Am. str.	—	—	TOYO KISEN KAISHA	Middle of Dec.
HAMBURG-AMERIKA LINIE.	KASATO MARU	Am. str.	—	—	MELCHERS & CO.	On 11th Inst., at Noon.
HAMBURG-AMERIKA LINIE.	PRINZ SIGISMUND	Am. str.	—	—	DODWELL & CO., LTD.	On 10th Inst.
HAMBURG-AMERIKA LINIE.	CAMBODIA	Brit. str.	—	—	CARLOWITZ & CO.	About 17th Inst.
HAMBURG-AMERIKA LINIE.	CHANGSHA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE.	On 2nd Jan.
HAMBURG-AMERIKA LINIE.	SHANGHAI	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 20th Inst., at 4 P.M.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 9th Jan., at Noon.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	DODWELL & CO., LTD.	About 20th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	TOYO KISEN KAISHA	Middle of Dec.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	MELCHERS & CO.	On 11th Inst., at Noon.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	DODWELL & CO., LTD.	On 10th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	TOYO KISEN KAISHA	About 14th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	MELCHERS & CO.	On 14th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	DODWELL & CO., LTD.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	TOYO KISEN KAISHA	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	MELCHERS & CO.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	DODWELL & CO., LTD.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	TOYO KISEN KAISHA	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	MELCHERS & CO.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	DODWELL & CO., LTD.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	TOYO KISEN KAISHA	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	MELCHERS & CO.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	DODWELL & CO., LTD.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	TOYO KISEN KAISHA	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	MELCHERS & CO.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	DODWELL & CO., LTD.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	TOYO KISEN KAISHA	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	MELCHERS & CO.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	DODWELL & CO., LTD.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	TOYO KISEN KAISHA	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	MELCHERS & CO.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	DODWELL & CO., LTD.	On 15th Inst.
HAMBURG-AMERIKA LINIE.	YOKOHAMA & KORE	Brit. str.	—	—	TOYO KISEN KAISHA	On 15th Inst.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

SHANGHAI and JAPAN	NUBIA	About 8th Dec.	Freight and Passage.
SHANGHAI	SIMLA	About 14th Dec.	Freight and Passage.
LONDON, &c., via USUAL PORTS	DEVANHA	Noon, 15th Dec.	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP	FORMOSA	About 19th Dec.	Freight and Passage.
For further Particulars, apply to	E. A. HEWETT, Superintendent.		

Hongkong, 5th December, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

BUELOW	WEDNESDAY	1906	5th December
PRINZ EITEL FRIEDRICH	WEDNESDAY	1907	19th December
SEYDLITZ	WEDNESDAY		2nd January
PRINZ HEINRICH	WEDNESDAY		16th January
GNEISENAU	WEDNESDAY		30th January
PREUSSEN	WEDNESDAY		13th February
PRINZESS ALICE	WEDNESDAY		27th February
PRINZ LUDWIG	WEDNESDAY		13th March
ZIETEN	WEDNESDAY		27th March
PRINZ REGENT LUITPOLD	WEDNESDAY		10th April
PRINZ EITEL FRIEDRICH	WEDNESDAY		24th April
			8th May

ON WEDNESDAY, the 5th day of DECEMBER, 1906, at NOON, the Steamship "BUELOW," Captain Formes, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd Dec. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 4th Dec., and Parcels will be received at the Agency's Office until NOON, or TUESDAY, the 4th Dec.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class
to NAPLES, GENOA and GIBRALTAR 261 0 0 242 0 0 232 0 0
return 31 0 0 63 0 0 33 0 0

to SOUTHAMPTON, LONDON, BREMEN and HAMBURG 65 0 0 44 0 0 24 0 0

return 97 0 0 68 0 0 36 0 0

* To NEW YORK via SUEZ 64 0 0 44 0 0 26 0 0
via NAPLES, GENOA or GIBRALTAR return 115 0 0 79 0 0 47 0 0via BREMEN or SOUTHAMPTON 68 0 0 46 0 0 27 0 0
return 123 0 0 83 0 0 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar, and travelling to Bremen or Southampton overland the SAME BATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TICKET VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean

Steamer to ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.
VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY and MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS. SAILING DATES
PRINZ SIGISMUND 3262 tons TUESDAY, 11th Dec.
SANDAKAN 1783 tons TUESDAY, 8th Jan.
MANILA 1790 tons TUESDAY, 5th Feb.

ON TUESDAY, the 11th DECEMBER, at NOON, the Steamship "PRINZ SIGISMUND,"

Captain Lenz, with Mail, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class 1st Class 2nd Class
To MANILA 350 00 330 00 320 00 return 330 00 350 00
To NEW GUINEA 228 00 218 10 214 00 return 242 00 227 15
To BRISBANE 230 00 220 00 214 00 return 254 00 236 00
To SYDNEY 233 00 223 00 215 00 return 258 10 241 10
To MELBOURNE 234 10 224 10 216 00 return 262 5 244 5
To YOKOHAMA 350 00 360 00 340 00 return 370 00 350 00
To KOBE 355 00 370 00 350 00 return 370 00 350 00
To YOKOHAMA and back from KOBE 355 00 370 00 350 00 return 370 00 350 00
To HONGKONG 314 00 300 00

THROUGH BATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

To EUROPE VIA AUSTRALIA and COLOMBO by Imperial Mail Steamer 237 0 0

To EUROPE VIA AUSTRALIA and AMERICA 98 0 0

From Australia to New York via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers, or via San Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamer of the N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH ... Wednesday, 5th Dec.

KOBE & YOKOHAMA, SEYDLITZ ... Wednesday, 19th Dec.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O.S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamer of the Norddeutscher Lloyd are issued at the following Dates:

To London via Plymouth or Southampton 1st Class 262 0 0

To Bremen 63 0 0

To Paris via Cherbourg 63 10 0

To Naples, Genoa via Gibraltar 63 0 0

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

T. ARIMA, Manager. [16]

PASSENGER SEASON
1907.PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 FIRST AND £42 SECOND SALOON,
TO LONDON—£65 FIRST AND £44 SECOND SALOON.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

T. ARIMA, Manager. [16]

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY
BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,900, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,
AGENTS.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY.
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC is the "EMPEROR LINE." Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.PROPOSED SAILINGS (Subject to Alteration).
TODAY LEAVE HONGKONG ARRIVES VANCOUVER
THURSDAY, 20th Dec. 7th Jan.
TARTAR 6,000 4,425
EMPEROR OF CHINA 6,000 4,425
MONTEAGLE 6,163 4,425
EMPEROR OF INDIA 6,000 4,425
ATHENIAN 3,832 4,425

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Ship, and at Quebec with the Company's NEW PALATIAL "EMPEROR" Steamship's 14,500 tons register. The through transit to LIVERPOOL being 42 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60, via New York £62.

Intermediate Steamers 1st Class £40, 2nd Class £20, 3rd Class £10.

"TARTAR" and "ATHENIAN" carry Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval and Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Ports, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya opposite Blake Pier.

6

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER FROM EXPECTED ON OR ABOUT WILL LEAVE FOR ON OR ABOUT

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJEBODAS	JAPAN	First half of December	JAVA PORTS	First half of December
TJIPANAS	JAVA	First half of December	JAPAN	First half of December
TJILIWONG	JAPAN	First half of December	JAVA PORTS	First half of December
TJIMAH	JAPAN	Second half of December	JAVA PORTS	Second half of December
TJULATJAP	JAVA	First half of January	JAPAN	First half of January

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

YORK BUILDINGS, 1ST FLOOR, HONGKONG, 27th NOVEMBER, 1906.

TELEPHONE NO. 375.

POST OFFICE NOTICES.

The *Yarra*, with the French mail of the 9th ultimo, left Singapore on Monday, the 3rd inst., at 2 p.m., and may be expected here on or about Monday the 10th inst. This packet brings replies to letters despatched from Hongkong on the 6th October.

FOR

F.R.B.

DATE

Shanghai, Kobe and Yokohama	Hohentwylen	Wednesday, 5th, 9:00 A.M.
Haiphong	Hanoi	Wednesday, 5th, 9:00 A.M.
Bangkok	Spir	Wednesday, 5th, 10:00 A.M.
Haiphong	Mathilde	Wednesday, 5th, 10:00 A.M.
Cobu and Hanoi	Katong	Wednesday, 5th, 10:00 A.M.

EUROPE, &c., INDIA VIA TUTICOBIN

Late Letters 11.00 to 11.30 A.M. Extra

Postage 10 cents.

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

MACAO

Shanghai and Chefoo

Moli

Hoiflow and Pakhoi

Swatow, Amoy, and Foochow

Macao

Shanghai and Chinkiang

Shanghai

Macau

Calcutta

Macao

Manila

Manila